

The Hongkong Telegraph.

(ESTABLISHED 1853)

NEW SERIES No. 4250.

日十三月四年九十二緒光

TUESDAY, MAY 26, 1903.

二拜禮

號六廿月五英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
RESERVE FUND " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LIVONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 6 "

" 3 " 3 "

" TARO" HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$5,500,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. Shelling, Esq.
E. Goetz, Esq.
Hon. R. Shewen.

G. H. Medhurst, Esq.
N. A. Siebs, Esq.
C. Michelau, Esq.
H. W. Slade, Esq.
H. Schubart, Esq.

CHIEF MANAGER:
Hongkong—R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. | J. Scott Harson, Esq.

Chow Tung Shang, Esq. | J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA HANKOW

TIENTSIN TSINGTAU (KIAUTSCHOU)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [10]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARKS' BANK, LIMITED.
HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted. INTEREST ALLOWED
On Current Accounts at 2 1/2 per cent.
per Annum on the Daily Balance.

On Fixed Deposits:
For 3 months, 2 1/2 per cent.
" 6 " 3 1/2 "
" 12 " 4 "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [1698d]

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 \$20,000
Surplus (Reserve) Gold \$4,000,000 820,000

Total Gold \$8,000,000 £1,040,000

Capital and Surplus authorised, Gold \$10,000,000
= £1,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4 1/2 per cent.

" 6 " 4 "

" 3 " 3 "

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [1000e]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHIANKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS
1 1/2 per Annum Fixed Deposits for 3 months

2 % " " 6 "

3 % " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000

RESERVE LIABILITY OF SHARE-
HOLDERS £300,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [10]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON AND ANTWERP, VIA
SINGAPORE, PENANG, MALACCA, NOON, 29th
COLOMBO, PORT SAID AND A. F. Street, May 3 Freight or
MARSEILLES } } Passage.

YOKOHAMA, VIA SHANGHAI AND KOBE, MANILA, H. G. H. Lewellen, About 20th May 3 Freight or
H. G. Cocksman, R.N.R. } } Passage.

SINGAPORE, COLOMBO and TIENTSIN, H. W. Kenrick, R.N.R. About 30th May 3 Freight only.

SHANGHAI, MASSILIA, G. W. Cockman, R.N.R. About 5th June 3 Passage.

LONDON, &c., VALETTA, W. B. Palmer, R.N.R. Noon, 6th June See Special
Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd May, 1903. [14]

Intimations.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—, SUNUGA-CHO, TOKYO.
LONDON BRANCH—, LIME STREET, E.C.
HONGKONG BRANCH—, PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Moidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

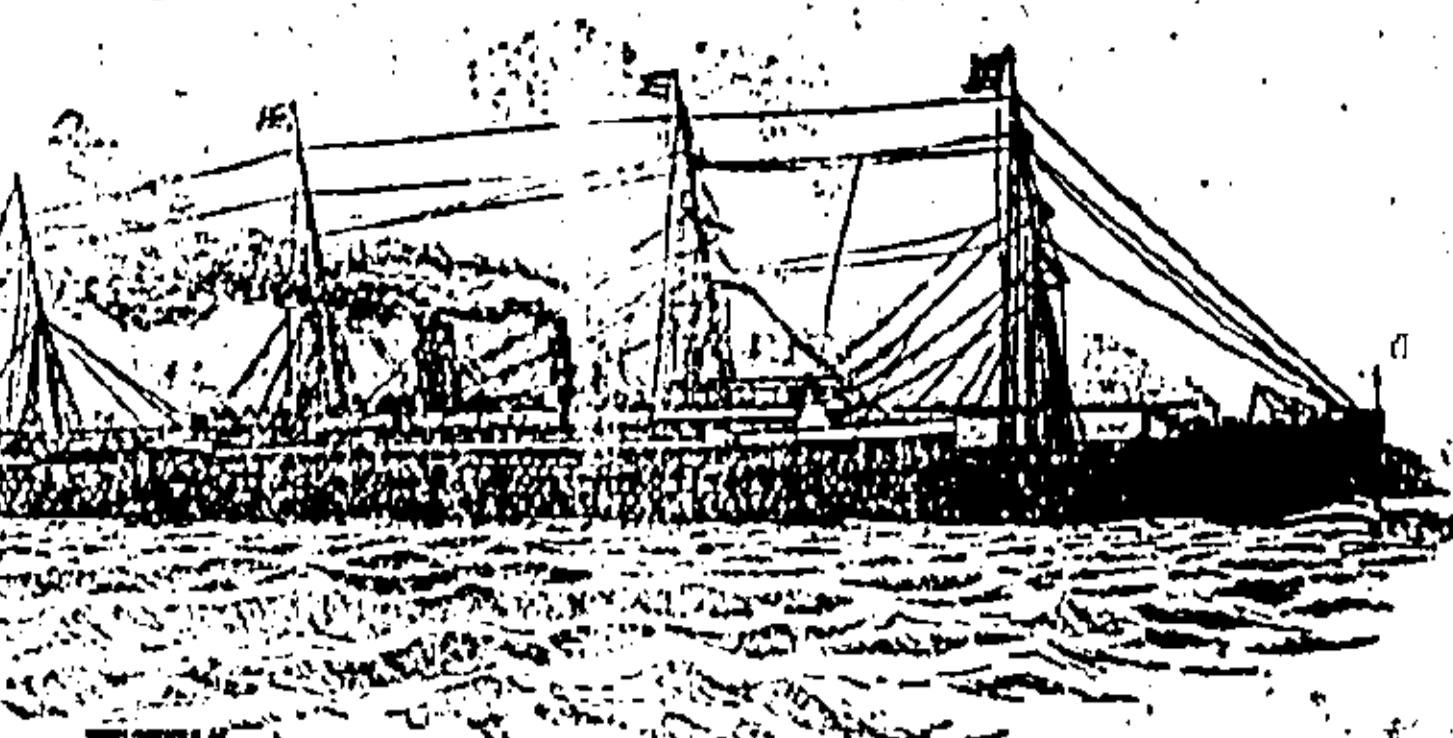
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Oisugi, Sasahara, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other Coals.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIO"	TUESDAY, 10th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"OPTIC"	SATURDAY, 10th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 28th, 1902; 10 days, 15 hours.

THE T. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular cabin rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago in destination the choice of direct lines.

Special fares (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Venezuela, and to ports in Mexico; Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd May, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston; with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIAITISCHER FRAUDTDAMPFER DIENST.

(Taking cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS.

SEGOVIA (Calling at SINGAPORE and COLOMBO). HAVRE, BREMEN and HAMBURG.

STRASBURG (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG.

SUEVIR (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.

NURNBERG (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.

WURZBURG (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.

BADENIA (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.

RÖDEN (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.

NURIA (Calling at SINGAPORE and COLOMBO). NEW YORK VIA PORTS.

For further particulars, apply to: HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 22nd May, 1903.

[539]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,533 tons, Captain H. D. Jones.

"POWAN" 3,38 " G. F. Morrison, R.N.R.

"FATSHAN" 2,80 " A. W. Dixon.

"HANKOW" 3,973 " C. V. Lloyd.

"KINSHAN" 2,860 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas.

"SAINAM" 58 " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903. [537]

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spex, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central. Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hot L.

[538]

JUST RECEIVED SHIPMENT

OF

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

GOOD THINGS

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES, HEINZ'S APPLE BUTTER, HEINZ'S BAKED BEANS,

cannot be surpassed.

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903. [539]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER-VON WELSBACK CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & CO., CONNAUGHT HOUSE.

[540]

"HER-CU-LEX"

"HER-CU-LEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout

the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not "a pure-all," but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature.

It is simple, harmless, convenient; has a perfectly constructed battery enclosed in a comfortable cloth case.

A TRAP ON THE TIGRIS.

Cablegrams from England (says the *Times of India*) state that the feeling against British participation in the Bagdad Railway is growing in strength. If this estimate of public feeling be accurate, it shows, among other things, how small is the influence exerted in his own country by Mr. Balfour. For it will be remembered that only the other day Mr. Balfour, in the House of Commons, spoke favourably of the suggestion that British capitalists should be encouraged to join in the enterprise. Since that oration in Parliament the details of the German proposals have been more fully disclosed. Considering that they show every readiness to accept British capital, but apparently decline to acquire in a proportionate share of British control, it is not surprising that in London and elsewhere opposition to the admirable invitation of Germany is "increasing daily." The Company has been constituted, and according to one version a fourth of the original stock will be reserved for British financiers. The directors "at present" consist of nine Germans, seven French, two Swiss, and one Austrian. There does not seem to be much room for British control amid this motley assemblage. Possibly the German promoters propose to admit British capitalists to a share in the management at a later date. But if they think they will be able to procure British capital on the basis of the arrangement as at present stated, they are probably woefully misaken. Mr. Balfour told his hearers that it would be foolish to allow a railway which was the shortest route to India to be entirely financed by foreign countries. It would be vastly more foolish, we may add, to undo British purse in order to help Germany to build a railway which she alone would handle. If British speculators join in the project, they will naturally want to do so upon an equal footing, or not at all. We are convinced, moreover, that the whole nation would protest against any scheme for permitting a German railway to carry the Indian mails for the exclusive profit of the Deutsche Bank, to which the line will be mortgaged. Even a saving of two or three days in transit would be dearly purchased if it involved the transfer of the large sums expended in cost of carriage from a British steamship company and from the railways of France and Italy to a gang of Berlin exploiters with the Kaiser at their back. If Germany cannot find the money herself, and if she hopes to get the Indian mails for her railway, she must abandon all idea of exclusive control.

But there is another reason, quite apart from the question of management which has probably helped to produce the mistrust now displayed in England. During the last two or three weeks, the little knot of English publicists who make it their mission in life to prove that Germany is secretly hostile to England, have been actively engaged in denouncing the Bagdad scheme. They can see no virtue in that blessed word Mesopotamia. They declare that the German Emperor is laying a trap for us on the Tigris. Their view is that Germany perceives that she has placed herself in a dangerous position, in Asia Minor by crossing the path of Russia. The public have heard a great deal about the railway to Bagdad, but very little about a certain Russian line to Erivan. Russia has been building a branch of her Batoum-Baku line southwards through Erivan to the Aras River. It is already near the Turkish frontier; and what is more important, it is only half as far from Bagdad as the present terminus of the German line to Konis. If Russia got the permission of the Sultan—not a very difficult thing—she could push her line to Bagdad years before the Germans reach the city of the Caliphs. But the Germanophobes in London allege that an alternative arrangement has been made. They maintain that Germany has promised to transfer her interest in the Bagdad Railway to Russia at some agreed date. If she can in the meantime lure Great Britain into participation in the scheme, she will have done much to carry into effect her cherished policy of embroiling the British Government with Russia. For France is also co-operating with Germany in the undertaking, and with France and Russia in preponderating control, difficulties would soon arise. That, at least, is the view put forward by the anti-German school of writers whose opinions are printed month by month in the *National Review*.

We cannot say that we find this plausible explanation entirely convincing. Is it wholly conceivable that Germany is willing to play the jackal to Russia in the manner suggested? Is it probable that she would build a railway, will an outlet for it on the Persian Gulf, and establish for herself valuable material interests in Asia Minor, mere to hand over all she had gained to Russia? If past records are any criterion, that is not the way Germany conducts her national business. The *National Review* theories are weakened upon close examination, because it appears that they are based upon the assumption that the railway is a "wild cat" scheme which will never pay. We firmly believe this to be a mistaken notion. Whatever may be thought of the political aspects of the Bagdad Railway, we believe it will eventually prove to be a sound financial enterprise. At well-devised system of irrigation will make the fertile country around Bagdad what it was in the days of the Chaldean kings, one of the greatest granaries of the world. If irrigation and railway construction go hand in hand, the builders of the Bagdad Railway need have no fear about their ultimate profits. The possibilities of Mesopotamia are so well understood in Germany that it is difficult to believe that the Germans would abandon to Russia any advantages they have gained in that region. It remains an open question, however, whether it will be wise for Great Britain to participate in the scheme. Certainly no British money will be put into it without an ample share of control. But even if the principle of joint management be conceded, it would bring with it grave risks. Mr. Balfour said "it was to our interest that countries which we should

be certainly unable to absorb should be in the hands of two or three Powers rather than in the hands of one." Remembering our past experiences in Egypt in the days of the Dual Control that is a very large and a very dubious proposition to be advanced by a British Prime Minister. We do not think that Great Britain should commit herself at all regarding the Bagdad Railway without close and careful consideration. Our position in relation to the Project already gives us certain definite advantages. Evidently Germany cannot carry out the line without the aid of our money; Turkey cannot raise her Tariff to furnish the financial guarantees promised to the promoters, without our consent; and it rests with us to say whether the line should be permitted to emerge upon the Gulf as the best available harbour. These things place us in so strong a position as to warrant the conclusion that if any Power is entitled to dictate terms, that Power is certainly not Germany. But in its political aspect the whole question gives rise to serious misgivings, and we do not care to say more than that no engagements should be entered into without the most minute inquiry.

NOTICES OF FIRMS.

NOTICE OF REMOVAL.

INTERNATIONAL BANKING CORPORATION.

THE Business of this Bank will be carried on from TUESDAY, 26th May, in the New Offices of the Corporation, 20, DES VŒUX ROAD CENTRAL, next to Messrs. Jardine, Matheson & Co's Offices.

CHAS. R. SCOTT,
Manager.
Hongkong, 25th May, 1903. [626]

NOTICE.

M. R. WILLIAM H. GASKELL having returned to the Colony, resumes his practice as Public Accountant.
Office: No. 4, Des Vœux Road.
Hongkong, 25th May, 1903. [627]

END OF HIRING SEASON.

GUARANTEED in excellent condition.

SECONDHAND Pianos to be Cleared out at the undenoted low prices.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER \$400

NEEDHAM 380

DORNER 375

ROINSCH 400

SCHIEDMEYER 250

BORD 280

RACHALS (SEMI-GRAND) 700

H. & MULLER 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 23rd May, 1903. [628]

INSURANCES.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 2nd day of June, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, with Mount Kellie Road, in the Colony of Hongkong, for term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Site No. Registry No. Registry No. 16. Landholding No. 16.

Boundary Measurements.

Locality.

ft. ft. ft. ft.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SHERRY.

	Per dozen.	Per bottle.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ...	\$12.00	\$1.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ...	13.50	1.20
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ...	16.00	1.40
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00	1.50
E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old, bottled), Black Seal Capsule ...	27.00	2.25
B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.		
GUARANTEED SUPERIOR XERES WINES.		

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres:—

	Per dozen.	Per bottle.
LIGHT DRY ...	\$16.50	\$1.40
SOLERA ...	21.00	2.00
VERY PALE DRY ...	24.00	2.00
FULL GOLDEN ...	27.00	2.25
PALE DRY NUTTY ...	30.00	2.50
FINE OLD BROWN ...	40.00	3.50
MADEIRA.		
GOOD ...	\$16.50	\$1.40
FINE ...	27.00	2.25

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.TELEPHONE NO. 264.
CABLE ADDRESS: "ACHEE, HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥和廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM—
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.GOOD WORK,
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition, 1859.

A. B. C. Code, 4th Edition, 1859.

Liberis Standard Code, 1859.

TELEPHONE 212-1217.

Hongkong, 8th July, 1902.

[728e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Le Hong Road, and
will be accompanied by the Writer's Name and
Address. All business communications should be addressed
to the Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$15 per annum.

The rate per quarter and per month, proportional.

The half yearly is delivered free when the address is
accessible to messenger. An extra sent by post an
additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copies Daily, ten cents; Weekly, twenty-five
cents.

BIRTHS.

On the 7th inst., at the French Hospital,
Bangkok, the wife of W. A. ROBINSON, of a
son.At Batavia, Java, on the 9th inst., the wife of
J. C. FERRIER of the Borneo Co., Ltd., of a son.

MARRIAGE.

At St. Andrew's Cathedral, Singapore, on the
16th inst., by the Rev. E. Griffith Evans, Actg.
Col. Chaplain, GEORGE DOUGLAS RUSHTON,
Commander, Cable Ship *Shenard Osborne*, to
WINIFRED ELSIE, daughter of Mr. and Mrs.
S. Hancock, "Hill View" Keppel Harbour.
(Australian papers please copy).

DEATH.

At Bangkok, of cholera on the 8th instant,
the Reverend BOON-ITT, of the American
Presbyterian Mission.

sible outside those hours should be spent in
the open air. Experience has shown that
ill-health arises when soldiers are confined
during the day in the tropics to close barracks,
and hence, every outdoor amusement is
encouraged, except during a few of the hottest
hours of the day. Confinement to close and
darkened rooms in a great measure accounts
for the exceptional ill-health which European
women as a rule suffer from in the
tropics. Turning to another subject of
great importance, we find that Prof. Simpson
strongly favours regular exercise, short of
fatigue, which he considers as absolutely
essential if health is to be retained in a warm
climate. The people who enjoy the best
health are those who are fond of riding and
of outdoor exercise, such as lawn tennis,
rackets, golf, and other similar pastimes.
There is a great temptation to lead a sedentary
life, he says, but it must be resisted.
Exercise has an excellent antidiabetic effect on
languor; it improves the digestion, gives
vigor to the circulation, increases peristaltic
action of the bowels and removes constipation;
it increases the respiratory movements,
relieves the tissues of waste products and purifies the lungs. He is
careful to point out that harm may accrue, if
the exercise is overdone, and lays especial
stress on the fact that great care must be
taken that after exercise, when the surface of
the body is hot and the skin profusely
perspiring, that no chill is caught by
sitting in a draught, or under a punkah,
or by exposure to a cool wind. As
regards drink, he says it is safest for the
new-comer to abstain from alcoholic beverages,
and especially so if much exposure to the
sun is to be endured, but when they are
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European after he has been some years in
the tropics, they should only be taken at
meals, and preferably with the dinner in the
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of the rules and measures laid down by
Professor Simpson, and there can be no
doubt that life in Hongkong just within the
tropics, might easily be made even more
tolerable were greater attention paid to a
few of the simple details of personal hygiene.

LOCAL AND GENERAL.

THERE is no longer a saluting battery at
Cagliari.H.M.S. *Ocean* arrived in harbour at nine o'clock
this morning.Le Munyon will have another grand opening
Day and a Souvenir Day as well; watch the date.
—Advt.THERE is a real and determined effort being
made to suppress the abominable whistle
nuisance on the river Pasig and on the bay, at
Manila. The river and harbour police have
joined hands with the Harbourmaster and
between them they are eager to keep the
patrons of launches within restriction as far
as the reckless pulling of whistle valves is
concerned.
IT is reported in quarters where rumours
have generally a solid foundation that the
French Government, having regard to the
seriousness of the situation in the Balkans,
has given notice to the Creusot Arms Company
to restrain from the completion of the
arms and ammunition ordered which they
have in hand for the Bulgarian and Servian
Governments.
THE German military authorities have ordered
a series of experiments to be made, with a
view to prove the utility of the lance as weapon
in time of war. The discussion which has
taken place in England on the subject, and
the decision in favour of the abolition of the
lance here, have occasioned much surprise in
German military quarters, where great reliance
is placed upon the lance for purposes of pursuit
and "shock" tactics.
Don't forget the chits for they will not go.
Le Munyon.—Advt.IT is understood that M. Pokotiloff has now
taken over the duties of Russian Financial
Agent in London in succession to M. Tatishev,
who left England some three weeks ago
to become Under-Minister for the Interior in
St. Petersburg. M. Pokotiloff knows the East
probably better than any other official in the
Russian service, and he may be regarded as
the particular selection of the Czar's Finance
Minister, M. de Witte, who has many times
employed him on special missions.
TAOTAI Lew Yuk Lin, formerly Chinese Consul-
General at Singapore, is sojourning there for a
few days on his way to Macao and thence to
Peking where he will be given an audience by
His Majesty the Emperor of China.
IT is rumoured that it is the intention of the
Government to form a volunteer corps among
the Straits-born Chinese in Selangor, which
may probably extend to the other States, on
the same lines as now exist in Singapore.
The "Ocean" during her maiden commission
covered 9,600 miles in 1900, 17,920 in 1901,
and 8,600 in 1902. As the passage home is
about 9,600 miles, those of the ship's company
who left England in the "Ocean" will have
travelled 45,700 before they return.
A TELEGRAM reached Bangkok from Patriar
announcing that the Mang Seng Shan rice mill
was burned down on the night of the 10th
inst. It is stated, about 2,000 catties of paddy,
estimated at Ticals 160,000 and the mill itself
which cost about 320,000 ticals were reduced
to ashes.
WE must command the workers on the electric
tramway for they progress the are making. The
road is now up in front of Wellington Barracks,
and in the vicinity of the Praya, near the
Canal while close to the monument; at the
Happy Valley, a good length of rail has already
been followed by derangement and disease.
The practice in the tropics of personal
hygiene is, he observes, based on the fore-
going considerations. Undue exposure to a
tropical sun without sufficient protection is
to be avoided. The heat rays of the sun
are seldom felt so much by a new arrival as
by older residents, and accordingly there is
a tendency to pay but small respect to the
sun which experience teaches to be necessary.
The effects, therefore, are apt to be injurious, and the new-comer incurs
a considerable risk of suffering from
nervous depression, sun fever, or perhaps,
worse still, from sun-stroke. New
arrivals, he points out, are always more
liable to suffer than older residents.
Though care should be taken to ensure
sufficient protection against the direct rays
of the sun during the five or six hours in
the summer time, and in some localities even for
longer, nevertheless, as much time as pos-
sible outside those hours should be spent in
the open air. Experience has shown that
ill-health arises when soldiers are confined
during the day in the tropics to close barracks,
and hence, every outdoor amusement is
encouraged, except during a few of the hottest
hours of the day. Confinement to close and
darkened rooms in a great measure accounts
for the exceptional ill-health which European
women as a rule suffer from in the
tropics. Turning to another subject of
great importance, we find that Prof. Simpson
strongly favours regular exercise, short of
fatigue, which he considers as absolutely
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tolerable were greater attention paid to a
few of the simple details of personal hygiene.
THE reduction of the Government balances
with the three exchange Banks in Bangkok,
has now been completed. The amount will
be drawn upwards of Ticals 2,500,000, or a
considerably larger sum than was originally
anticipated. The purpose of strengthening
the exchange has not yet been effected, but the
present working balance of Ticals 400,000 or
Ticals 500,000 left with each Bank will not be
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has now been completed. The amount will
be drawn upwards of Ticals 2,

TELEGRAMS.

(Reuters.)

The Somaliland Expedition.

LONDON, 24th May.

The Somaliland levies are showing a mutinous spirit and the camel corps will probably have to be disbanded.

Latest Betting on the Derby.

4 to 5 against Rocksand.

4 " " Vinicius.

15 " 2 " Flotsam.

10 " 1 " Mead.

20 " 1 " Ratclais.

30 " 1 " Kroonstad.

40 " 1 " William Rufus.

Lord Milner

Lord Milner denies that he is about to leave South Africa to take up a position elsewhere.

MR. BRODRICK AND THE VICEROYALTY.

The persistence with which the name of Mr. Brodrick is being mentioned as a possible successor to the Viceroy, in the event of the retirement of Lord Curzon, makes it necessary to register an emphatic protest against the bare suggestion of such a disastrous possibility.

Mr. Brodrick, (says the *Times of India*), as we have pointed out more than once, would be as inappropriate a selection as could possibly be made.

His personal characteristics, so far as they have been revealed in public life, render him peculiarly unfit for the grave and delicate responsibilities which devolve upon a Viceroy of India.

The attribute which has most impressed itself upon careful observers of his demeanour in the House of Commons during the last year or two has been that of stubborn and uncompromising obstinacy. There is an obstinacy founded in the serene consciousness of deep knowledge and exceptional experience; but such obstinacy is really a splendid and courageous firmness in the face of opposition. There is also the obstinacy which has its roots in a narrow outlook and limited intellectual endowment, the kind of obstinacy which resents all criticism as a personal affront and will never admit that mistakes have been made; and it would appear that Mr. Brodrick's obstinacy must be placed in the latter category.

A Viceroy who united within himself unusual tactlessness and imperviousness to argument would have an effect upon India something akin to the advent of a bull in a China shop.

We do not lay stress upon his unusual lack of knowledge of Indian affairs though much might be said upon that point also; but we are entitled to urge that while he was at the Foreign Office, he handled such questions as the Persian Gulf difficulties and the troubles in China with conspicuous ill-success. We say that the British Government have no right to

thrust the failures of Parliament into the Supreme control of Indian affairs. We know that Mr. Balfour's fine loyalty to a friend has before now led him into mistakes.

There is a talk—it may be idle talk, we mention it for what it is worth—of "promises" and "arrangements."

No promises, whenever made and under whatever circumstances, could justify the thrusting upon India of a Minister occupying the unfortunate position in English politics which is the lot of Mr. Brodrick to-day.

The Viceroyalty of India is too lofty and too sacred a trust, to be made the subject of barter in drawing rooms or Ministerial parlours.

There never was a time when India needed more urgently a Viceroy of the highest administrative capacity, with a record unclouded by blank failure, to carry on the work initiated under the present regime.

THE "REINA CRISTINA" AND "VELASCO."

Not the least valuable find on the old Spanish flagship *Reina Cristina* was 400 tons of coal. When the *Reina Cristina* went into the action in which she was sunk both of her bunkers were filled with coal. This was done not only as a means of protection but to be prepared in case the vessel escaped and might be forced to abandon her base. When the vessel was raised recently it was not known that she had that much coal aboard and the discovery was not made until her bunkers were reached and opened.The *Reina Cristina* and *Velasco* still lie at Cavite, says the *Manila Times*, and will not be moved until the remaining hulls are either raised or blown up. The naval authorities have decided that the entire work must be done before any of the vessels can be moved. The *Reina* and *Velasco* are being cleaned and painted in order to preserve them. The latter is in very good condition and may prove to be the most valuable of the wrecks.

MANILA PREPARING FOR TYPHOON SEASON.

Under the supervision of the harbour master preparations for the typhoon season are being made at Manila Bay. The area covered by the bay, behind the comparatively safe anchorage the new breakwater affords being subdivided and all the shipping firms are being assigned to spaces where their ships coming will be located while in the harbour. The companies will have to provide their own ground tackle and will have to mark their buoys with flags during the nights.

A large space has been provided for the Army Transport service and the vessels anchored there will all be connected with the main office on shore by telephones.

Precautionary measures against the stormy season are in progress in every part of the harbour and in official as well as in private circles the fact that severe weather is near is not being overlooked.

Wise prophets seem to be of the opinion that the coming season of annual disturbances will be a very severe one, but just what basis there is for that forecast is hard to tell, observes the *Cableman*.

THE "LOONGSANG" CASE.

COLLECTOR HEAVILY FINED.

The Manila *Times* of the 18th inst. prints the result of the sequel to the *Loongsang* case, which was fully reported in these columns. The journal states—

By his refusal to recognize the Court of First Instance of this city, Collector of Customs Shuster appears to have gotten himself into very deep water. This morning, after imposing upon the Collector a fine of 500 pesos for contempt, Judge Sweeny ordered him to dismiss his suits in the Court of Customs Appeals and to appear before the First Instance Court by 9 o'clock to-morrow morning to answer whether or not the Court's order had been complied with, under the penalty of going to jail for non-compliance. It appears that Collector Shuster has already complied with this order, no matter how he treated the others, and notified the court that the suits or complaints in the Court of Appeals have been dismissed. Meantime

Collector Shuster has notified the Court of his intention to appeal from the judgment against him with his fine of five hundred pesos. The whole matter will therefore be passed upon by the Supreme Court. After giving a review of the case leading up to the present imbroglio, Judge Sweeny says: "Section 2 of Act of Congress of July 5, 1884, under which the defendant claimed to levy this fine [upon Captain Weigal of the *Loongsang*—Ed.] is as follows:

"Section 2. That the master of any vessel who shall knowingly bring within the United States on such vessel, and land or attempt to land or permit to be landed any Chinese labourer from any foreign port or place, shall be deemed guilty of a misdemainour, and on conviction thereof shall be punished by a fine of not more than \$500 for each and every Chinese labourer so brought, and may also be imprisoned for a term not exceeding one year."

There is nothing whatever in defendant's contention; he had no right to levy a fine on the plaintiff for the alleged offence even if plaintiff had been guilty of a violation of said section 2 of said Act of Congress. It was his duty, under the law, to have furnished the Attorney General of the Philippine Islands with a full report of all the facts and names of witnesses, and if he, the Attorney-General, determined that the plaintiff should be proceeded against for a violation of section 2 of said Act of Congress. It was his duty, under the law, to have furnished the Attorney General of the Philippine Islands with a full report of all the facts and names of witnesses, and if he, the Attorney-General, determined that the plaintiff should be proceeded against for a violation of section 2 of said Act of Congress. 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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"PELEUS"	On 27th May.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.

S.S. "PELEUS" left Singapore 22nd inst. a.m. and is due here 27th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 4th June.
"LIVERPOOL via GENOA"	"HYSON"	On 20th June.
MARSEILLES, L'DON & A'WERP	"ANTENOR"	On 23rd June.
"LIVERPOOL via GENOA"	"ALCINOUS"	On 7th July.
MARSEILLES, L'DON & A'WERP	"OOPACK"	On 14th July.
MARSEILLES, L'DON & A'WERP	"PELEUS"	On 21st July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"TELEMACHUS"	On 17th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"WHAMFOA"	26th May.
CEBU and ILOILO	"KAIFONG"	26th "
KOBE	"SHANBI"	26th "
SHANGHAI	"WHAMFOA"	27th "
CHEFOO and TIENTSIN	"MANCHANG"	1st June.
MANILA	"CHANGSHA"	3rd "
FORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 30th May, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)...	SATURDAY, 6th June, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd May, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship Tons Captain To Sail

"INDRASAMHA" 5,197 R. P. Craven June 14, 1903.

"INDRAVELLI" 4,899 W. E. Craven July 14,

"INDRAPURA" 4,899 A. E. Hollingsworth Aug. 14,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.
FOR APING* "MAIDZURU MARU" T. Saito WEDNESDAY, 27th May.

FOR TAMSUI* "DAIGI MARU" T. W. Groyes MONDAY, 1st June.

FOR FOOCHOW* "ANPING MARU" J. Goto WEDNESDAY, 3rd June.

FOR TAMSUI* "DAIJIN MARU" T. Ogata SUNDAY, 7th June.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyor, and are registered in the highest class, as Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front piers.

Tamai to land all passengers and cargo.

By the Co.'s steamers for Shanghai, Liverpool—Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUNSI KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 25th May, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-

SAGE MONEY.

SINGLE, \$26. RETURN, \$40.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st May, 1903.

[135e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW".

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4. Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.
Hongkong, 14th March, 1903.

[132e]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
THE Steamship

"CHU KONG,"
Capt. Mason.

Departs from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY, including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, \$1.50

2nd " .70

3rd " .30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

[187e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIBERGHEN" ... 15th June.

"MACDUFF" ... 10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st May, 1903.

[139d]

HONGKONG MARU.

shortly expected, will have quick despatch:

The American Asiatic S.S. Co.'s

"NORMAN ISLES"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th May, 1903.

[482e]

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

TOYO KISEN KAISHA

HONGKONG, 21st May, 1903.

[1597e]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

TELEGRAMS.

(Reuters.)

The Somaliland Expedition.

LONDON, 24th May.

The Somaliland levies are showing a mutinous spirit and the camel corps will probably have to be disbanded.

Latest Betting on the Derby.

4 to 5 against Rockland.

4 to 1 " " Vicinus.

15 to 2 " " Flotsam.

10 to 1 " " Mead.

20 to 1 " " Ravelais.

30 to 1 " " Kroomstad.

40 to 1 " " William Rufus.

Lord Milner

Lord Milner denies that he is about to leave South Africa to take up a position elsewhere.

MR. BRODRICK AND THE VICE-ROYALTY.

The persistence with which the name of Mr. Brodrick is being mentioned as a possible successor to the Viceroy, in the event of the retirement of Lord Curzon, makes it necessary to register an emphatic protest against the bare suggestion of such a disastrous possibility. Mr. Brodrick, (says the *Times of India*), as we have pointed out more than once, would be an inappropriate selection as could possibly be made. His personal characteristics, so far as they have been revealed in public life, render him peculiarly unfit for the grave and delicate responsibilities which devolve upon a Viceroy of India. The attribute which has most impressed itself upon careful observers of his demeanour in the House of Commons during the last year or two has been that of stubborn and uncompromising obstinacy. There is an obstinacy founded in the serene consciousness of deep knowledge and extensive experience; but such obstinacy is really splendid and courageous firmness in the face of opposition. There is also the obstinacy which has its roots in a narrow outlook and limited intellectual endowment, the kind of obstinacy which resents all criticism as a personal affront and will never admit that mistakes have been made; and it would appear that Mr. Brodrick's obstinacy must be placed in the latter category.

A Viceroy who united within himself unusual tactlessness and impetuosity to argument would have an effect upon India something akin to the advent of a bull in a China shop. We do not lay stress upon his unusual lack of knowledge of Indian affairs though much might be said upon that point also; but we are entitled to urge that while he was at the Foreign Office, he handled such questions as the Persian Gulf difficulties and the troubles in China with conspicuous ill-success. We say that the British Government have no right to thrust the failures of Parliament into the Supreme control of Indian affairs. We know that Mr. Balfour's fine loyalty to his friend has before now led him into mistakes. There is a talk—it may be idle talk, we mention it for what it is worth—of "promises" and "arrangements." No promises, whenever made and under whatever circumstances, could justify the thrusting upon India of a Minister occupying the unfortunate position in English politics which is the lot of Mr. Brodrick to-day. The Viceroyalty of India is too lofty and too sacred a trust to be made the subject of barter in drawing rooms or Ministerial parlours. There never was a time when India needed more urgently a Viceroy of the highest administrative capacity, with a record unclouded by blank failure, to carry on the work initiated under the present regime.

THE "REINA CRISTINA" AND "VELASCO."

Not the least valuable find on the old Spanish flagship *Reina Cristina* was 100 tons of coal. When the *Reina* went into the action in which she was sunk both of her bunkers were filled with coal. This was done not only as a means of protection but to be prepared in case the vessel escaped and might be forced to abandon her base. When the vessel was raised recently it was not known that she had that much coal aboard and the discovery was not made until her bunkers were reached and opened.The *Reina Cristina* and *Velasco* still lie at Cavite, says the *Marin Times*, and will not be moved until the remaining hulls are either raised or blown up. The naval authorities have decided that the entire work must be done before any of the vessels can be moved. The *Reina* and *Velasco* are being cleaned and painted in order to preserve them. The latter is in very good condition and may prove to be the most valuable of the wrecks.

MANILA PREPARING FOR TYPHOON SEASON.

Under the supervision of the harbour master preparations for the typhoon season are being made at Manila Bay. The area covered by the bay, behind the comparatively safe anchorage the new breakwater affords being subdivided and all the shipping firms are being assigned to spaces where their ships coming will be located while in the harbour. The companies will have to provide their own ground tackle and will have to mark their buoys with flags during the night. A large space has been provided for the Army Transport service and the vessels anchored there will all be connected with the main office on shore by telephones. Precautionary measures against the stormy season are in progress in every part of the harbour and in official as well as in private circles the fact that severe weather is near is not being overlooked. Wise prophets seem to be of the opinion that the coming season of annual disturbances will be a very severe one, but just what basis there is for that forecast is hard to tell, observes the *Cablenews*.

THE "LOONGSANG" CASE.

COLLECTOR HEAVILY FINED.

The Manila *Times* of the 18th inst. prints the result of the sequel to the *Loongsang* case, which was fully reported in these columns. The journal states:—By his refusal to recognize the Court of First Instance of this city, Collector of Customs Shuster appears to have gotten himself into very deep water. This morning, after imposing upon the Collector a fine of 500 pesos for contempt, Judge Sweeny ordered him to dismiss his suit in the Court of Customs Appeals and to appear before the First Instance Court by 9 o'clock to-morrow morning to answer whether or not the Court's order had been complied with, under the penalty of going to jail for non-compliance. It appears that Collector Shuster has already complied with this order, no matter how he treated the others, and notified the court that the suits or complaints in the Court of Appeals have been dismissed. Meantime Collector Shuster has notified the Court of his intention to appeal from the judgment against him with the fine of five hundred pesos. The whole matter will therefore be passed upon by the Supreme Court. After giving a review of the case leading up to the present imbroglio, Judge Sweeny says: "Section 2 of Act of Congress of July 5, 1884, under which the defendant claimed to levy this fine [upon Captain Weigall, of the *Loongsang*.—Ed.] is as follows:—

"Section 2. That the master of any vessel who shall knowingly bring within the United States on such vessel, and land or attempt to land or permit to be landed any Chinese labourer from any foreign port or place, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than \$500 for each and every Chinese labourer so brought, and may also be imprisoned for a term not exceeding one year."

There is nothing whatever in defendant's contention; he had no right to levy a fine on the plaintiff for the alleged offence even if plaintiff had been guilty of a violation of said section 2 of said Act of Congress. It was his duty, under the law, to have furnished the Attorney General of the Philippine Islands with a full report of all the facts and names of witnesses, and if he, the Attorney General, determined that the plaintiff should be proceeded against for a violation of section 2 of said Act of Congress of July 5, 1884; he would, no doubt have pursued the Government's remedy by a criminal prosecution so plainly provided for by said section of said Act, and thereby proceeded against the plaintiff for said violation by due process of law, which would have given the plaintiff his day in court.

President McKinley, in his instructions to the Philippine Commission when appointed directs that no person in the Philippine Islands shall be deprived of his life, liberty or property without due process of law.

"Section 5 of the Act of Congress, 1884, passed July 4, 1893, for the benefit of the Philippine Islands is: 'That no law shall be enacted in said Islands which shall deprive any person of life, liberty or property without due process of law, or deny to any person the equal protection of the law.'

After saying that Collector Shuster's conduct in the levying the \$200 fine on Captain Weigall for the escape of the deported Chinese was without authority and his seizure of the vessel to pay said sum a trespass, he goes on to say:—

"The Court regrets that the facts and circumstances of this case make it imperative to punish the defendant, who is a strong man intellectually and an efficient, useful official of this Government, but this is a stronger reason why he should have obeyed the order of this Court; hence it tends to aggravate rather than mitigate the offence. The defendant was advised that he should not institute said suits in defiance of said order of this Court. If the order had been ambiguous or doubtful it was his duty to come into court and ask for a construction of it, and if so desired move the court for a modification of the order. This Court cannot permit the defendant to go unpunished. It is therefore ordered by the Court that defendant be and he is hereby fined the sum of Five Hundred Pesos (\$500 Mexican), which will pay in to the Clerk of this Court on or before 9 o'clock, May 19th, 1903; and he is also ordered to dismiss said two suits instated in the Court of Customs Appeals on or before nine o'clock a.m. May 19th, 1903, and in the event of his failure to do both on or before the close of said hour, the Sheriff of the City of Manila is ordered to take charge of defendant and confine him in prison until he complies with this order."

The Court desires to add that in his opinion the question of the jurisdiction of this Court to administer the Customs laws of the Philippine Islands is not involved in this. The Court being of the opinion that the defendant's seizure of the plaintiff's vessel *Loongsang* was without colour of legal authority and that the jurisdiction of this Court was invoked to restrain the defendant from an unwarranted interference with plaintiff's property."Commenting on the decision the journal states:—Judge Sweeny holds that the Collector exceeded his powers in attempting to impose a fine upon the *Loongsang*, and reiterates the principle that no man can be deprived of his life, liberty, or property without due process of law. The judge points the way by which the Collector may proceed against offenders of the kind he claimed the *Loongsang* to be, but absolutely denies him the right to act in the manner he sought to. This is a great victory for Americanism and the commercial interests of Manila. The journal has contended that the collector of customs had this remarkable power that he claimed and frequently used, but had succeeded, after lengthy negotiations in bringing about an understanding between the Chinese Eastern Railway Company and the various Russian States and private companies, as well as the *Volunteers*' fleet and other shipping companies.A correspondent of the Liverpool *Daily Post* says it is probable that the Admiralty will shortly take steps to strengthen the fleet on the China Station. The military and naval authorities have been urging this for some time, on the authorities at home, in view of the fact that the Russian Fleet in the Far East is stronger now than it has been for many years, and is being constantly increased. It was hoped that the Japanese alliance would render it unnecessary to maintain the British Fleet in great strength in Eastern waters, but this would not seem to be the case.

ASK for ASAHI JAPANESE BEER.—

A. G. Girault.

Loongsang case. It is not an edifying spectacle to see a high official of the Insular Government arraigned and fined at the bar of the Court of First Instance for flagrant contempt of that tribunal, but happily it is not of frequent occurrence.

PHILIPPINE CURRENCY SYSTEM

AND DEFACATIONS.

The Philippine Government is clearing the way for the introduction of the new currency system, and at the same time it is planning to place a closer check upon all insular officials charged with financial responsibility. The question of the substitution of the new currency was before the Commission at Baguio on Saturday and it was decided to direct all disbursing officers to make their final deposits of Mexican currency in the treasury by June 30, and no payments in Mexican will be received after that date. Nothing was done as to the rate of conversion, at least no announcement was made as to it.

The Singapore *Free Press*, of the 18th inst., says:—

The decision of the Government has quite naturally caused a good deal of local discussion. The parties most interested are the International Tin Company, but Mr. Pearce who represents this here now, declined to make any statement and wished in fact to be distinctly disassociated from any remarks which may appear.

It would seem, however, that for the present the company having nothing to do but to mark time so to speak until the headquarters decide whether the company shall establish works here, or shall give up dealing direct in the ore. It is pointed out that it would be a sheer impossibility for any company constituted in the ordinary way to compete with the Straits Trading Company whilst paying a duty of practically 33% ad valorem. It may therefore be anticipated that the action of Government will have the effect either of encouraging the establishment of outside smelting works or else of leaving the field clear to Straits companies. The idea of danger coming from the actions of a Trust in the event of the continued free exportation of ore, is not regarded seriously amongst well-informed American circles, but it is admitted that the action of Government is a wise one on the principles of self-preservation.

The production of tin in America, though given in several works as a nascent industry, is not regarded by Americans as more than in the experimental stage at present, the non-development of stanniferous grounds being doubtless due to the fact that up to the present it has been cheaper to purchase here, than to pay the high cost of labour for exploitation in the States. It may be pointed out that the Constitution of the United States prevents the imposition of export duties.

AFFAIRS IN KUANGTUNG.

The Japanese Consul at Hongkong recently telegraphed to the Government, saying that he had paid a visit to Canton and investigated matters concerning the insurrection in Kwantung and had found that the insurgents under Gen Tan, who consisted of men and women, old and young, had long since dispersed, and the local authorities were busy searching for those who took part in the insurrection. The Consul added that he had asked the Viceroy to take stringent measures for preventing a recurrence of the disturbance and give the fullest protection to the Japanese, and that he had also consulted with the U.S. Consul at Canton. All the Japanese engaged in business in Canton were able to conduct their business without molestation.

THE JAV-A-CHINA-JAPAN LINE.

Mention has from time to time been made in these columns of the projected steamship line between Java, China, and Japan. This morning we received a visit from Mr. George Bruse, as representing Messrs. Hotz, s'Jacob & Co., the local agents, and from him learned further particulars of the line. The steamers will commence a regular four weekly service most probably in September next with three newly built steamers named the *Tjapuan*, *Tjilatjap* and *Tjimati*, each of 5,000 tons deadweight, which will fly the Dutch flag. As already mentioned, before the Company is established in Amsterdam with its head agent, Mr. P. J. Roosegarde Bisschop, in Hongkong to act as local agents, Messrs. Hotz, s'Jacob & Co. have been appointed. The steamers will run as follows: Batavia, Samarang, Sourabaya, Macassar, Hongkong, Shanghai, Kobe, Yokohama, Kobe, Hongkong, Amoy, Swatow, Singapore, Batavia. Hitherto trade between Java, China, and Japan has been carried on principally by chartered steamers, so that shippers in general will doubtless appreciate this regular service and give it a full measure of support. The trade is capable of great expansion and the new company should profit by its enterprise and pay a fair dividend to its owners.

PLUCKY N. Y. K. OFFICER.

A plucky attempt to save life occurred in the roads at Singapore on the morning of the 18th inst. One of the Japanese sailors on the Nippon Yusen Kaisha steamer *Kinsoku Maru* fell overboard accidentally and Mr. Salter, the chief officer, dived in after him, and though managing to get hold of the man he was unable to keep him above water. In consequence of his struggles Mr. Salter had to release his hold and the man sank to rise no more. He attempted to dive several times to try to find him and though several boats were soon on the spot no further trace of the unfortunate seaman could be found. It is a pity that such a gallant attempt was not successful, says the *Straits Times*; but none the less is it worthy of notice and praise.

A JAPANESE-RUSSIAN VENTURE.

The *Financial News* states: Official sanction has just been given to a limited liability company known as the Alberto Silk Weaving Works of Yokohama. The capital is fixed at 40,000 roubles, and the head offices are to be at Moscow. This is the first instance of Japanese-Russian financial co-operation. On the other hand, the Minister of Finance has refused to approve of a scheme which had for its object a direct Russo-Chinese maritime service in connection with the Russo-Chinese Railway lines. M. de Witte's decision came as a great surprise to the interested parties, who had succeeded, after lengthy negotiations in bringing about an understanding between the Chinese Eastern Railway Company and the various Russian States and private companies, as well as the *Volunteers*' fleet and other shipping companies.

ASK for ASAHI JAPANESE BEER.—

A. G. Girault.

THE TIN TRADE.

THE GOVERNMENT NOTIFICATION.

The Selangor Government Gazette of the 16th instant publishes the following notification regarding the additional export duty on tin-ore:

"Under the provisions of section 3 of the Customs Duties Enactment, 1898, the Resident, with the approval of the Resident-General, hereby imposes, as from the 1st day of June, 1903, a duty of thirty dollars per picul upon all tin ore exported from the State, other than tin ore exported under such guarantees as the Resident may require that it will be smelted in the Colony. The duty hereby imposed is to be paid in addition to the duty on tin ore at present in force."

The Singapore *Free Press*, of the 18th inst., says:

The decision of the Government has quite naturally caused a good deal of local discussion. The parties most interested are the International Tin Company, but Mr. Pearce who represents this here now, declined to make any statement and wished in fact to be distinctly disassociated from any remarks which may appear.

It is pointed out that it would be a sheer impossibility for any company constituted in the ordinary way to compete with the Straits Trading Company whilst paying a duty of practically 33% ad valorem. It may therefore be anticipated that the action of Government will have the effect either of encouraging the establishment of outside smelting works or else of leaving the field clear to Straits companies. The idea of danger coming from the actions of a Trust in the event of the continued free exportation of ore, is not regarded seriously amongst well-informed American circles, but it is admitted that the action of Government is a wise one on the principles of self-preservation.

The production of tin in America, though given in several works as a nascent industry, is not regarded by Americans as more than in the experimental stage at present, the non-development of stanniferous grounds being doubtless due to the fact that up to the present it has been cheaper to purchase here, than to pay the high cost of labour for exploitation in the States. It may be pointed out that the Constitution of the United States prevents the imposition of export duties.

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The Singapore

Shipping.

Arrivie
Taurus, Nor. s.s., 1,367, Seeborg, 24th May, Moji 17th May, on—C. & Co.
Zafiro, Br. s.s., 1,611, Rodger, 25th May, Manila 23rd May, Gen.—S. T. & Co.
China, Ger. s.s., 1,113, Kribbe, 25th May, Saigon 21st May, Gen.—R. A. T. Co.
Decima, Ger. s.s., 794, Schlaikier, 25th May, Samon Island 1st May, Balay, S. W. & Co.
Triumph, Ger. s.s., 768, Hansen, 25th May, Wuhu 20th May, Rice—J. & Co.
Verona, Ger. s.s., 3,035, Spiesen, 25th May, Moji 20th May, Coal—M. B. K.
Hansa, Ger. s.s., 1,201, Weidlich, 25th May, Chinkiang 2nd May, Gen.—F. A. T. Co.
Ocean, H. M. S. battleship, 13,950, White, 26th May, from "Practice".

Kouki Maru, Jap. s.s., 1,783, Minamikawa, 26th May—Kobe 21st May, Coal and Gen.—Kong Chong.
Huron, Br. s.s., 1,989, Walsh, 26th May, Moji 20th May, Coals—M. B. K.

Kiuking, Br. s.s., 2,228, Miller, 26th May, Wuhu 21st May, Rice—B. & S.
Thales, Br. s.s., 820, Robson, 26th May, Swatow 26th May, Gen.—D. L. & Co.

Promont, Nor. s.s., 837, Seeborg, 26th May, Canton 26th May, Gen.—E. A. T. Co.
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 26th May, Hankow 20th May, Gen.—E. A. T. Co.

Zieten, Ger. s.s., 4,988, Wilhelm, 26th May, Yokohama 17th May, Mail and Gen.—M. & Co.

Shawmut, Am. s.s., 6,195, Smith, 26th May, Manila 23rd May, Gen.—D. & Co. Ltd.

Empress of China, Ger. s.s., 3,995, Archibald, 26th May, Vancouver, B.C. 5th May, and Shanghai 24th May, Mails and Gen.—C. P. R. Co.

Zieten, Ger. s.s., 4,988, Wilhelm, 26th May, Yokohama 17th May, Mail and Gen.—M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.
Chingwei, for Wuchow.

Chungking, for Macao.

Chunyang, for Swatow.

Meitoku Maru, for Swatow.

Hoch Ho, for Shanghai.

Hoi Ho, for Canton.

Vale of Doon, for Rajah.

Hina, for Canton.

Kaitong, for Cebu.

Kuangchow, for Canton.

Haifa, for Swatow.

Savona, for Kohi.

Benlunton, for Nagasaki.

Kukkut, for Canton.

Altinring, for Kuratsu.

Phra Chom Kha, for Bangkok.

Maria Rickmers, for Canton.

Departures.

May 25.

P. C. Kuo, for Bangkok.

Triumph, for Canton.

Glenerry, for Canton.

Choyang, for Shanghai.

Anara, for Shanghai.

Hsieh Ho, for Shanghai.

Benlunton, for Nagasaki.

Haitan, for Sawtow.

Shansi, for Shanghai.

Kuifong, for Cebu.

Chunyang, for Tientsin.

Chinkiang, for Canton.

Passengers arrived.

Per China, from Saigon—377 Chinese, and 2 Japanese.

Per Thales, from Swatow—Capt. Krebs, Dr.

Schneider, Messrs. F. H. Barnes, D. W. Shilliglaw, and 43 Chinese.

Per Zafiro, from Mani—a—Messrs. J. H. Gibson, C. Jose, Mrs. J. C. Ankron and child, Dr. W. Wilson, Messrs. J. L. Irwin, H. Bolhous, H. Worsley, D. A. Feller, J. K. Kerick, C. E. Mudie, Lieut.-Comdr. Bryan, U.S.N., Mrs. F. Greene, Miss Greene, Messrs. R. Petrich, Fletcher Ladd, P. C. Hogan, E. O. Heaps, A. Straub, E. E. Brabrook, C. E. Menber, H. Jose, A. Custadio, G. Domingo, G. Bayamin, M. Toledo, Mr. and Mrs. M. Del Rosario, Mr. G. Oelamida, Mrs. S. Oelamida, Mr. M. Oelamida, Mrs. F. Oelamida, Messrs. A. Oelamida, S. Toledo, Mrs. P. Toledo, Messrs. M. Toledo, C. Gregorio, Mrs. A. Gregorio, Mrs. S. Gurman, and 68 Chinese.

Per Empress of China, from Vancouver—Mr. H. H. Noyes, Mr. and Mrs. H. R. Skinner, Mr. and Mrs. G. P. Handy, and Mr. J. T. Bibb.

From Yokohama—Miss J. L. Durham, Messrs. P. F. King, A. W. Miller, J. R. Mitchell, Miss K. P. W. Wilkinson, Mr. W. W. Spencer, Mrs. J. R. Hopkins, Messrs. P. H. Henshaw, A. E. Griffin, F. F. Coulson and J. C. McFee. From Kobe—Misses E. Donaldson, J. M. Martin, Messrs. J. A. C. Poole, G. Willis, Mr. and Mrs. F. W. Stein and 2 children, Miss L. A. Cleden, in Mr. F. B. Behmer, Mrs. H. W. Langhein, Mr. and Mrs. J. W. Saunders, Messrs. J. W. C. Bonnar, D. M. Kirby, and Mr. and Mrs. S. C. Newson. From Shanghai—Major Gordon Cummings, Mr. E. L. Heath, Mr. and Mrs. Heacock, Messrs. Chan Lai Ming, Kong Sin Chuen, Mr. and Mrs. T. H. Rhodes, Messrs. Cockedge, W. J. Dyer, Erhardt, Mr. and Mrs. Norman Pope, 100 Chinese and to Japanese.

Steamers Expected.

Vessels From Agents Due

Roon ... Singapore, M. & Co. ... May 27

Melpomene ... Shanghai, S. W. & Co. ... May 28

Kanagawa Maru ... Shanghai, N. Y. K. ... May 28

Manila ... Singapore, P. & O. Co. ... May 29

Annam ... Singapore, M. M. ... June 1

Namsang ... Singapore, J. M. & Co. ... June 2

Indrasamha ... Japan, P. & A. Co. ... June 3

Chingtu ... Sydney, B. & S. ... June 5

Preussen ... Genoa, M. & Co. ... June 13

Nippon Maru ... San Francisco, P. M. Co. ... June 13

Ships Passed The Canal.

Outward—1st May Manila, 5th May—

Keon, 8th May—Tambu Maru, 5th May—

Annam, 12th May—Seneca, Glenelgy, Yang

Tine, Benvenuto, Kish, 16th May—Valdemar,

Telenachus, Ernest Simons, Tenzai, Dunbar,

Ceylon, 19th May—Ambla, 22nd May—

Prometheus, Sanuki Maru, Lasa, Tungking,

Homeward—8th May—Oo-pak, Macduff,

10th May—Glaucus, Inaba Maru, Java, 22nd

May—Kongkong, Tonkin, Klautschuk.

Arrivals at Home—16th May—Kintuck,

Sachsen, 19th May—Candia, Bamberg, And-

alstria.

Hongkong & Whampoa Dock Returns.

Tayabas ... at Kowloon Dock.

Montague ... " "

Canton River, " "

San Joaquin, " "

Hongkong Maru, " "

Maria Jenson, " "

Alla Craig, Cosmopolitan, Aberdeen

Vale of Doon, " "

Shipping Reports.

Sir Taurus from Moji—Fresh brisk, cloudy and foggy weather.

Sir Verona from Moji—Strong N.E. breeze, high sea and rainy weather.

Sir Thales from Swatow—Moderate N.E. wind, smooth sea, dull and showery.

Sir Klukiang from Wuhu—Strong N.E. winds, moderate sea, overcast and frequent rain during the passage.

Vessels in Port.

STEAMERS.

Ailsa Craig, Br. s.s., 2,166, Moody, 22nd May, Kuchinotzu 17th May, Coal—M. B. K.

Aki Maru, Jap. s.s., 3,995, Ekstrand, 24th May, Seattle, U.S.A. and Shanghai 21st May.

Anamia, Dan, s.s., 1,158, Cuttien, 17th May, Wuhu 12th May, and Chinkiang 13th, Gen.

Thales, Br. s.s., 820, Robson, 26th May, Swatow 26th May, Gen.—D. L. & Co.

Promont, Nor. s.s., 837, Seeborg, 26th May, Canton 26th May, Gen.—E. A. T. Co.

Maria Rickmers, Ger. s.s., 1,017, Bandelin, 26th May, Hankow 20th May, Gen.—E. A. T. Co.

Zieten, Ger. s.s., 4,988, Wilhelm, 26th May, Yokohama 17th May, and Swatow 21st, Rice—M. & Co.

Shawmut, Am. s.s., 6,195, Smith, 26th May, Manila 23rd May, Gen.—D. & Co. Ltd.

Empress of China, Ger. s.s., 3,995, Archibald, 26th May, Vancouver, B.C. 5th May, and Shanghai 24th May, Mails and Gen.—C. P. R. Co.

Zieten, Ger. s.s., 4,988, Wilhelm, 26th May, Yokohama 17th May, Mail and Gen.—M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.

Chingwei, for Macao.

Chunyang, for Swatow.

Meitoku Maru, for Swatow.

Hoch Ho, for Shanghai.

Hoi Ho, for Canton.

Vale of Doon, for Rajah.

Hina, for Canton.

Kaitong, for Cebu.

Kuangchow, for Canton.

Haifa, for Swatow.

Savona, for Kohi.

Benlunton, for Nagasaki.

Kukkut, for Canton.

Altinring, for Kuratsu.

Phra Chom Kha, for Bangkok.

Maria Rickmers, for Canton.

Departures.

May 25.

P. C. Kuo, for Bangkok.

Triumph, for Canton.

Glenerry, for Canton.

Choyang, for Shanghai.

Anara, for Shanghai.

Hsieh Ho, for Shanghai.

Benlunton, for Nagasaki.

Haitan, for Sawtow.

Shansi, for Shanghai.

Kuifong, for Cebu.

Chunyang, for Tientsin.

Chinkiang, for Canton.

A Mail will close for—

Swatow—Per Thales, 27th inst., 9 A.M.

Canton—Per Kinshan, 27th inst., 9.30 A.M.

Manila—Per Rosetta Maru, 27th inst., 10 A.M.

Chievo and Newchwang—Per Pronto, 27th inst., 10 A.M.

Europe, &c., India, via Tuticorin—Per

Zieten, 27th inst., 10.30 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Semarang, 27th inst., 11 A.M.

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